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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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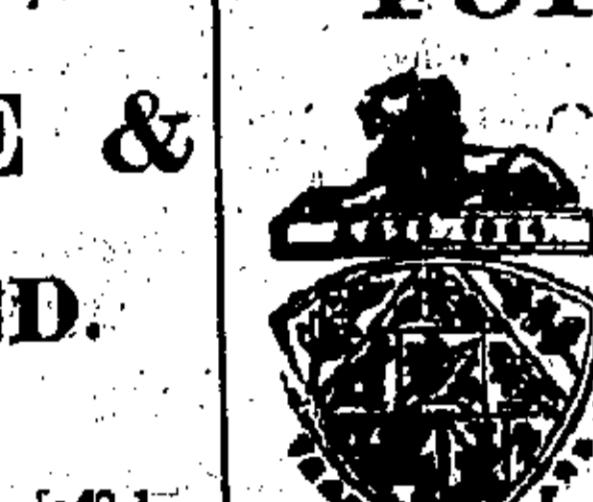
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[a692]

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Hongkong, 29th April, 1908.

[a627]

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12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

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Hongkong, 1st April, 1909.

[a549]

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Shanghai 11th June, 1909.

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Hongkong, 4th June, 1909.

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[a34]

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Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	Monday or Tuesday	Friday
Arrive—Dairen ()	11 a.m.	Sunday	Tuesday	Friday
Arr. —Mukden ()	8.50 p.m.	"	"	"
Arr. —Changchun ()	9.15 p.m.	Monday	Wednesday	Saturday
Arr. —Dairen (Russian Train)*	5 a.m.	Wednesday	"	"
Arr. —Harbin ()	6.55 a.m.	"	"	"
Connecting at Harbin with ()	3 p.m.			
		State, Express for Moscow.	Wagon-Lite for St. Pet's.	State, Express for St. Pet's.

State, Express from St. Pet's.	State, Express from Moscow.	Wagon-Lite from Moscow.
Tuesday	Thursday	Saturday
Arrive—Changchun ()	6 p.m.	"
Arr. —Mukden ()	7 p.m.	Friday
Arr. —Dairen ()	2.10 a.m.	Sunday
Arr. —Dairen (Steamer) ()	2.30 p.m.	"
Arr. —Shanghai ()	afternoon.	Friday

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Hongkong, 26th April, 1909.

naturally grow dim with the passing years, enabled to see the difficulties which harass the Home Government, enabled to understand what could only be obscure and inappreciable from the distance of their colonial homes, is without doubt an epoch in the history of empire, and the value of its results cannot be minimized. All these men, having their patriotism stirred, having arrived at a better understanding themselves and ready therefore to promote a better feeling between the Mother Country and the Colonies, and having realised the dangers which beset the Empire, will return to their homes with a new light, with a new gospel. In other words, they will be Missionaries of Empire. With so many voices breathing expressions of affection, with so many pens writing the same story of imperial and colonial obligations, and with so many orators preaching the same gospel of mutual goodwill, it follows that the Empire should enter on a new era, that, instead of the Mother Country regarding the Colonies as so many encumbrances, she will recognise in them so many supports, and become proud of their growing strength and maturity, and the Colonies, instead of regarding the Homeland as having no interests in them beyond the financial, will cultivate a better feeling which should result in greater happiness, not because of the agreeable sentimental relationships which have been established but because of the sound business associations which have been developed and which contribute in no little degree to the happy result attained. We do not exaggerate the power of the Press when we suggest these eminently satisfactory results. It has only to be stated to evoke acknowledgment that the Press exercises a great influence in such questions as commercial policy and organisation for defence. These are now the very kernel of Imperial politics, and the better those who form opinion on them understand them and each other, whether they be statesmen or journalists, or both, the more rapid and sure must be the advance towards that co-operation on which the future of the Empire depends. While we do not minimise but rather emphasise the power of the Press in this direction, we must admit that it has another function. Its *raison d'être* is not the advocacy of policies, but the provision of authentic news. Hardly a week passes without some instance of the danger and difficulties to which the limitations of our present news services expose imperial statesmen, and in advocating and perhaps securing a cheaper service of cablegrams the Press of the Empire shows that they appreciate the necessity for a greater knowledge and better understanding between the Mother Country and Dominion and Colony and Dependency. The opinion that all honest journalistic enterprise is vain which is not directed before all things to the provision of sound and accurate news, which we endorse, and if the starting point of a wider and sounder system of Imperial intelligence be traced to the Conference its place in history will be a proud one indeed.

The Siberian Mail of the 5th June was delivered in London on the 29th June. From the Foochow Echo we take the following paragraph:— "The Souchong market is booming. Good Old Foochow. When the most depressing news comes from the London Market, and things look at their worst, the merry Chasoo is always sanguine, and is now scrambling to buy Tarry Souchong irrespective of price."

A Tokyo telegram states that beans and beancakes from Manchuria exported to Europe through Japanese merchants have already amounted to thirteen million yen in value. This fact is regarded here as significant, showing how the resources of Manchuria are being developed by the Japanese.

A curious report was made to the police yesterday by a little girl, residing at 28 Elgin Street, who stated that while she was sitting on the steps at the entrance to the Italian Convent with her brother, a boy came along and snatched from her brother's arm a bamboo bracelet mounted with gold valued at \$5.50 and a jade stone bangle valued \$1.50.

The programme of the third race meeting of the Hongkong Gymkhana Club, which takes place at the Happy Valley on Saturday is issued. There are at usual six events, and the entries are very satisfactory, giving promise of a meeting no less interesting than its predecessors have been. The tent-pegs competition will be, this time, not for teams but for individuals. There are fifteen entries for this event.

Comment has often been made of the facilities to thieves afforded by the water pipes in front of houses. Another instance was reported yesterday when a man was sentenced to six weeks' hard labour for stealing property valued at \$50 from 13, Gage Street. He gained an entrance by means of the down water pipe, but in descending he had the misfortune to fall to the ground and break his arm, so that he was an easy capture for the police.

The profit of the Shantung Railway Company amounted in 1908 to m.2,965,377, against m.2,903,480 in 1907. A dividend of 43 per cent, the same rate as for 1907, was declared. The result was unfavourably influenced by the decline of silver, in consequence of which the receipts of \$2,599,940 (1907, \$2,355,696) have only given m.4,545,099 (1907, m.5,036,043). The receipts of the four months of the current year amount to \$1,020,000, i.e., 20 per cent. higher than in the previous year.

CAPTURE OF PIRATES AT MACAO.

The Police Authorities of Macao (writes our correspondent) are entitled to a great deal of credit for the capture of a gang of pirates they have just effected. They had news that a junk from Hongkong was bringing a number of pirates to Macao, and they consequently kept a sharp look-out. Success attended their efforts. The men in question were put under arrest, and the police were able to elicit from them information as to the whereabouts of their comrades ashore. The gang was divided into two groups, one group occupying a house in Bus da Palha, and a larger number were living in Rua Formosa. The capture of the smaller of the two groups was easily effected, but the greatest difficulty was experienced in arresting the others. Every precaution was taken to prevent their escape, and even the Fire Brigade was called to the vicinity by the police in case the pirates, in despair, set fire to the house. Shots were exchanged between the pirates and the police, but the former were eventually overpowered and the result was the arrest of about a score, among them being a noted pirate chief. A few women and children were also in the house. The police also found a number of good revolvers and a quantity of ammunition.

At Royston, Herts (by telegraph), the 23rd June, the wife of Charles W. May, Hongkong and Shanghai Bank, a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 1ST 1909.

If the Imperial Press Conference, concluded rather more than a week ago, has accomplished nothing more than the concentration of thought upon the difficult problem of imperial defence, it has justified its being. But it has done more. It has roused the Mother Country and the Colonies to a greater sense of their mutual obligations. It has thrilled the whole Empire with a patriotic fervour, perhaps not just as formerly before, but what is of even greater value, it has helped to a better understanding between the people of the United Kingdom, and people of the Dominions over the seas. The Conference was no ordinary gathering of newspaper men met to discuss matters affecting their own interest. It was an assembly unique in the annals of Empire. The Conference was Imperial. Its considerations were questions of Empire, questions of policy, questions of developing trade, and kindred considerations. And its discussion and conclusions were perhaps of even greater weight than if its members had been representative politicians, because, without belittling the profession of the politician, it may be said that he has not the same opportunities for gauging public opinion and for forming it as the journalist. That so many of these men should be brought to the seat of Empire and enabled to revive associations which

continues at Foochow. In an anti-opium procession there last week two loads of cigarettes were carried by coolies to be burnt with the collection of old opium pipes and opium-smoking paraphernalia.

At the Magistracy yesterday a Chinese woman from Shaukiwun was charged with attempting to bury the dead body of a newly-born child near the reservoir at Shaukiwan. The child was not her own. She was fined \$25 or one month's imprisonment.

Living conditions would improve materially, and that less household material would go to waste, the health of individuals would be better, the actual cost of living would decrease, and folk would be much happier."

TELEGRAMS.

[Protected by the Telegraphic Message
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[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

TURKEY AND CRETE.

LONDON, June 30th.

The Porte has instructed its Ambassadors to inform the Powers that it has never ceased to protest against the concessions made to the Cretans under the existing arrangement, and to warn the Powers that it is unable to accept any proposals recognising Greece as having even an indirect interest in Cretan affairs.

THE U.S. SENATE AND THE
TEA DUTY.

LONDON, June 30th.

The Washington Senate has rejected the Tariff amendment to impose a duty of ten cents per pound on tea for the benefit of South Carolina tea growers.

THE BRITISH ARMY.

A GREAT IMPROVEMENT.

LONDON, June 30th.

An Army Memorandum by General French reports the field army as being in a high state of efficiency, well prepared to take the field at the shortest notice. It consists now of 10,157 Officers and 265,515 men liable for foreign service as compared with 7,463 officers and 185,823 men in December 1905.

CASTOR SILK.

The latest number of the "Agricultural Journal of India" contains an article, illustrated by numerous plates and photographs, on Eri or castor silk, the Assam silk of commerce. Mr. H. Maxwell-Lefroy points out the numerous advantages and peculiarities of this silk, and expresses the view that there is room for a very large extension of the Assam silk industry. Since the worms require only castor leaves for food it would appear that this class of silk can be grown, spun, and woven in a very large part of India, in fact almost wherever the castor plant is grown. The insect is completely domesticated in the sense that it will not run wild and become a pest, the whole life is passed in captivity, and the moths do not attempt to leave the rearing shed. The silk cocoons can be utilised just as cotton is, but yield a far more durable cloth: dyeing can be done with ease, either in the cocoons, the thread, or the cloth, and the silk takes a fast colour with the indigo dyes much more easily than cotton does. The rearing of the silk-worms is easy, and the production of thread and cloth offer no difficulties to persons accustomed to spinning and weaving cotton. At present seed is obtainable only from Assam and the Pusa Institute, and Mr. Maxwell-Lefroy strongly advises that seed should be obtained from Pusa, where a large supply is usually available. A limited number of men trained to the work are available for starting the industry in new places, and anyone wishing to learn it can be taught at Pusa in a short time. The industry is being taken up in various parts of India, and wherever there is a demand for light remunerative work, such as can be done by women and children, if castor is available there seems no reason why the rearing, spinning and weaving of this silk should not be a success.

AN AERIAL FERRY.

FOR WAGGONS AND 350 PASSENGERS.

Perhaps the most remarkable bridge in the world is the aerial ferry which extends across an artificial canal separating Minnesota Point from the city of Duluth. In order to provide a short cut to her harbour, Duluth dug a canal across the point, thereby turning its extremity into an island, much to the chagrin of sundry residents thereon. To help them the city for a while carried them to and fro in rowboats, then by a steam ferry as their numbers increased.

The steamboat was slow and expensive, says "St. Nicholas," and everybody soon wanted something better. Then Duluth built an aerial ferry bridge 136ft. high in the clear, as not to interfere with the tall masts, and from the bridge suspended a car 50ft. long by 34ft. wide, in which passengers travel across the canal rapidly and in comfort. The floor of the car is 6ft. above the ground and only a little more than that above the water. The car itself is fastened to metal rods or hangers, which in turn are attached to wheels that roll on a track on the overhead bridge 135 or more feet in the air. The car is moved by electricity, and makes the passage across the canal in a little more than one minute. It will carry at one time 125,000lb., which is said to be equal to a fully-loaded double-truck street car, two loaded wagons with their teams, and 350 passengers. It makes 12 trips an hour between five in the morning and midnight, and two an hour after midnight.

THE HONOLULU DOCK.

The contract for the construction of the naval dock at Pearl Harbour, Honolulu, has been awarded to the San Francisco Bridge Company, whose bid was \$1,760,000. The bid of Leach of Boston, whose figure was the lowest, was rejected on account of the guarantee cheque being defective. The San Francisco Bridge Company is a large Coast concern of which John McMillan is the head.

LATEST STEAMER MOVEMENTS.

The str. *Borneo* left Sandakan on the 27th ultimo p.m. and may be expected here on or about the 4th instant a.m.

SUPREME COURT.

Wednesday, June 30th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A COMPRODOR'S LIABILITIES.

The appeal was continued against the decision of the Chief Justice in the action which Messrs. S. J. David and Co. proceeded against their comprodor, Chan Ut Chiu, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, represented by Messrs. H. J. Gedge and A. Jackson (of Messrs. Johnson, Stokes and Master), appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston), represented the defendants.

Sir Henry Berkeley stated that at the conclusion of Mr. MacNeil's address to their Lordships he submitted that no effect could be given to the documents—meaning thereby the documents and the mortgage—unless the comprodor was held liable to pay the losses sustained on Chinese contracts. His friend could only support that proposition by insisting that there might be or should be read into the mortgage, by means of the proviso for redemption, a personal contract to pay these losses. And his learned junior suggested that the effect of the judgment in the Court below was to render the documents what he described as meaningless; meaning thereby, Counsel supposed, that the documents had no meaning unless they were held to impose liability on the comprodor to pay the losses on Chinese contracts. Both the learned

Counsel altogether overlooked the only construction to be placed on the documents by

the usual interpretation to be put on the language in which those documents have been drawn. The effect sought to be placed on the documents by Counsel for the other side could only be given by straining the meaning to breaking point, and by implying something there was no warrant for implying. The effect that his learned friends contended for was altogether unnatural. The agreements were clear and unambiguous. A particular security was taken for the performance of a particular agreement, and that particular security consisted of the matters specified in the documents themselves. They consisted of, first, a cash deposit of \$25,000, and secondly, an assignment of specified landed property. It was contended by his friends, that if they were driven from the position they endeavoured to take up, that this provision for redemption might be regarded as a personal covenant to pay; that at all events the contractor was liable under some simple contract liability which the documents were supposed to impose upon him. Where an agreement was expressed, nothing was to be implied. They had a clear, unambiguous, explicit agreement between the parties, and a clear and explicit security given for the performance of that agreement. It would be doing violence to the maxim he had cited to the Court, and to the language of the documents themselves, for the Court to imply any simple contract liability outside the words of the contracts themselves. It was not competent for the Court to adopt any such line as that suggested by his learned friends, but it was necessary no doubt for his friends to take up that line as a last trench.

Mr. Slade, after the tiffin adjournment, dealt with the law concerning mortgages. He said

it was not every day that there had been an unkind word from Mr. Seth during his term of office, and he was sure that not only the solicitors but the whole of the community would endorse his remarks as to Mr. Seth being both kind and courteous. The speaker expressed the wish that Mr. Seth would return to the Colony after a pleasant holiday benefited in health, and assured him of a hearty welcome home from his old friends. The solicitors of the Colony took this opportunity to ask Mr. Seth to accept a few little souvenirs. First, there was a silver plate on which was engraved "Presented to Mr. Seth by the solicitors of the Colony on his retirement from office." Other presents were a silver cigar case and a pair of binoculars.

With the latter he could, as he left on his holiday, take a view of the Colony in which he had

spent so many happy days, and to the members of the junior bar that Mr. Seth would be favoured with a pleasant voyage and a safe return.

Mr. Seth, in accepting the presents, said he felt it was very kind of the solicitors to think of his retirement from the service. Whatever assistance he had rendered to the solicitors of the Colony he had only given from a sense of duty as Registrar. He believed it was the practice everywhere for the Registrar to

work in accord with the solicitors, and he had endeavoured to do this to the best of his ability. He felt quite proud to think that on his retirement he had

been made the recipient of such lovely presents from members of the profession. The gifts would be preserved as heirlooms, because

it was not every day that a man got presents from a community of solicitors. When a man received presents from those with whom he had been in touch so long, such gifts would always be highly valued. As those present knew, he was not one who could make a long and affecting speech, but they could quite understand his feelings. He concluded by thanking all present

very heartily for their kind thoughts of him, and stated that he hoped soon to return to the Colony to renew old friendships.

A FAREWELL TOAST.

Representatives of practically every Government department assembled in the small Supreme Court on Tuesday to bid an adieu to the departing Registrar. Among those in attendance were Sir Henry S. Berkeley, K.C.

His Honour Mr. Justice Gompertz, Messrs. J. H. Kemp, C. P. Melbourne, F. J. Badley, E. D. C. Wolfe, T. H. King, G. N. Offie, A. G. M. Fletcher, P. F. J. Wodehouse, G. H. Wakeman, J. R. Wood G. A. Woodcock, A. Gibson, A. Chapman and E. A. Irvine.

Sir Henry Berkeley proposed the toast in

singularly happy speech, in which he referred in eulogistic terms to the ability and good qualities of Mr. Seth, whom he described as his oldest friend in the Colony. Mr. Seth had been an energetic and loyal worker in the Government

service since 1888, and that his services were highly appreciated was evidenced by the fact that

His Majesty the King had been pleased to confer upon him the Imperial Service Order. He was sure all united in wishing him a pleasant holiday, and long enjoyment of the rest he had so well earned.

The toast was duly honoured, and Mr. Seth suitably responded.

THE TRANS-BAIKAL RAILWAY.

TRACK TO BE DOUBLED IN 1910.

The Ministry of War at St. Petersburg has been conferring for some time with the Ministry of Ways and Communications with regard to laying down a second line of rails along the Trans-Baikal railway. The result of the conference is now announced. It is to the effect

that the railway track in question shall be doubled "for strategic reasons," but that the work shall not be begun before 1910.

BAGUIO.

THE SUMMER CAPITAL OF THE PHILIPPINES.

A little boy at Sunday School was once asked to give the modern interpretation of the old Biblical saying, "Go to," and he very aptly answered "Come off." In a like manner, the modern interpretation of the old saying, "See Naples and die," should be at least to foreigners living in the East, "Go to Baguio and live."

Baguio is situated in the Benguet Province of Luzon, about 100 miles almost due north from Manila, and has an altitude of about 7,000 feet. It owes its existence in a very large measure to Mr. Dean C. Worcester, a member of the Philippine Commission, who discovered the very large plateau upon which Baguio is now built, whilst following up the old Igorrote trails through the mountains of Benguet.

Its value as a site for the Capital Government in the summer was readily recognised by the Government, of which Mr. Taft at that time was the head, and he sanctioned the building of the celebrated Benguet Road, road starting from the plains and running right up the canon of the Benguet River up to the top of the mountain, a piece of engineering equal almost to any in the world.

The temperature of Baguio rarely goes above 70 Fahrenheit even in the middle of the hottest day, and in the winter it frequently reaches freezing point. It seems almost absurd to think that in 10 hours from hot and steaming Manila (and Manila is hot between February and June) one can get to a climate where heavy clothes are necessary, and where one can sit round a pine fire in the evening, and if necessary almost drink hot toddy.

Whilst the Commission is sitting at Baguio, a special train leaves Manila every morning at 10 o'clock. But the usual way is to leave Manila by the 6.25 train in the morning. This train, although very slow (it seems to stop at every house on the railway), is very comfortable and takes the passenger to "San Patricio," a small junction about ten miles beyond Dagupan, the port of the Lingayen Gulf, where a change is made into a sort of light railway train to Camp One. Camp One is a very small place at the foot of the Benguet Hills and is the commencement of the famous Benguet Road, and owes its name to the fact that the first camp for the building of the road was there.

Large steam Stanley motor cars await the train here at the terminal station, and a start up to Baguio is made as soon as possible after the arrival of the train. It is impossible in writing to express the great glooming beauty of this climb up the hills. Skirting along the edges of the cliff with the everlasting hills on the one side and the Benguet River on the other, with picturesque waterfalls every few minutes, with the road winding in and out, here on the edge of a precipice, there going round the noble curves of the celebrated Zigzag, here steaming over a suspension bridge with a sheer drop beneath of hundreds of feet, there going cautiously by a small land slide, and all the time the beautiful vegetation of the semi-tropical region makes a sight which must impress the average man with the grandeur—the unspeakable grandeur—of the entire place, and makes one feel that one has not travelled in vain to reach here. At one part of the route—the Zigzag—ones sees five different parts of the same road below winding in and out round the hills, and is possibly amongst the grandest sights in the world.

The distance from Camp One to the Garage at Baguio is 20 miles, and is covered by the very powerful steam motor cars in two hours. The change from the tropical vegetation of the plains at Camp One to the large pine trees of the temperate zone of Baguio is indeed striking, as also is the fall in the temperature as one ascends to the higher altitudes of the Summer Capital.

At Baguio there is a large and well appointed hotel called "The Hotel Pines," a Country Club, with several cottages attached thereto, and many private houses either built or building for various people residing in Manila. Notable amongst these is the house of the present Acting Governor-General, Mr. Cameron Forbes, a house designated by the very apt name of Topside, and built of stone quarried from the surrounding hill, and situated on the top of nearly the highest hill there.

Camp John Hay, where a company of American soldiers are stationed, is also very prettily situated on another hill, so that, to the intending visitor from Manila or China, there is always plenty of society, especially when the Commission is sitting.

Baguio is also the centre of the much-talked-of gold mines of the Benguet Province, and a trip on horseback to the Benguet Consolidated Mine, or the Bum Mine, where the stamps are merrily beating the gold out of the auriferous quartz which abounds there, would well repay one for the fatigue of the journey. Old miners who have been prospecting for gold through these hills are very enthusiastic about their possibilities, and it is already in these early days said that Luzon will in a few years be amongst the richest of the gold-producing countries of the world.

The difficulties of transportation at present are very great. But as these are gradually overcome, the value of Baguio as a delightful place to visit and as a health resort for the jaded inhabitant of the plains, and as a place to spend a few weeks' holiday from China, will inevitably be recognised. It will take its place as a second Simla, and will soon equal if not exceed the beauties of Miyashita or Nikko.

There are a few very good stories told locally which are worthy of record. One of the first of the American ladies to reside in Baguio was Mrs. Smith. Instructing the natives of the place in speaking English, it is stated that she informed

them that the correct way to approach her in the morning, according to our ideas, was to say "Good morning, Mrs. Smith." This had the curious effect of causing all the natives whenever they saw a white person, man or woman, to address them all with the expression "Good morning, Mrs. Smith." An old man, apparently about 100 years of age, was seen by a foreigner who resided there sitting near at hand, and he asked him why his son was crying, and the answer was, "He has been very insolent to his grandfather, who is getting somewhat old, and I have had to chastise him for it."

What an ideal place this must be, for people who desire to live over the allotted span of three score years and ten!

SHANGHAI TRADE.

Meers, Noel, Murray and Co.'s report on Shanghai Piece Goods Trade says:

Another wet week has passed but not quite so bad as the two previous ones. It is however, becoming rather too much of a good thing and must soon have a deleterious effect on the Crops if it continues much longer. That, and the Settling Day, both a Customs and Bank Holiday, have combined to make the week a quiet one, and not further the better feeling that was beginning to show itself when we penched our last. The most cheering news comes from Nanchang, however, which should soon show itself in the better business for that dependency. It is that the native Bankers have agreed to revert to the old system in vogue there until a few years ago, in fact before the failure of a large Native Banking and Shipping Hong that so shocked the credit of traders in the North. This is looked upon very favourably, and has already had a stimulating effect on that market and is expected to culminate in some free buying in the future. It will certainly be a great relief when it comes, for holders are getting heartily sick of the inadequate prices that have prevailed for so long. There was evidently a set purpose amongst the Northern men to freeze out this market, but their object seems doomed to failure, thanks to the recently renewed strength that has been imparted to the producing centres by the upward trend of Cotton. A partial cessation of the shipment of fresh supplies would be of great benefit to this market, for it cannot have a ghost of a chance while these old stocks remain here, no matter in whose hands they are. It is reported also that Tientsin has taken a small hand in the buying, which seems to be mainly in American makes, and from Native held stocks for the most part. From Hankow advices are fairly encouraging, though we learn that recently some direct buying has been indulged in there. White Shirts more especially. This put the would-be suppliers here on guard not to rely too implicitly upon that market as an outlet. Ningpo is still taking fair quantities of heavy Shirts, but news of severe floods and great damage to the crops comes from Shaoxing and that neighbourhood.

The Manchester market, in spite of the lack of orders, is very strong in sympathy with Cotton. This morning the spot quotation for Mid-American comes 6.11d. in Liverpool, while "Futures" are steadily rising also. There is no definite information as to the cause for this advance so far, but it must be connected with the Crop prospects, as quotations are rapidly advancing in New York, a telegram this morning quoting 11.26 cents for October option. Egyptian Cotton has advanced in Liverpool to 8.11-16d. for "spot." The Exporter, Plain Cottons from Manchester for the first half of this month amounted to nineteen million yards. Manchester quotes 9d. for 2 fold Grey Yarn, which is the equivalent of Tls. 14.50 per bale, against the present market price of Tls. 13.50. The Yarn market has been more active, but it does not seem to be the consequence of an increased consumptive demand so much as the desire of a native speculator to corner Indian Spinnings, which are in a fairly favourable position in spite of the increased stocks. Prices in Bombay are away above those ruling here, and there is no indifference to the Native to indent for supplies. Japanese Spinnings are more active, and considerable attention is still being paid to the Local article. Native Cotton is quiet, but steady. There seems to be no particular anxiety regarding the new crop at the moment, but a continuance of the rain may make all the difference.

JAPAN'S ARMAMENTS.

PROPOSED REDUCTION OF EXPENDITURE

St. Petersburg, June 2.

It is only natural that Russia should follow very closely Japan's outlay on its military strength by land and by sea. A telegram from Tokyo says that the local journals are demanding the reduction of the enormous expenditure, which is such a heavy burden on the people, and it is suggested that the amount of the war budget shall be restored to the amount which it was in 1899, and this could be done by reducing the number of divisions to the number existing in 1899.

How great has been the increase of military expenditure in Japan is seen in the fact that between 1899 and 1909 the war budget has been more than doubled; to-day it represents one-seventh part of the national receipts and one-quarter of the total product of the direct taxes. By reducing the army by six divisions there would be a saving of about £3,000,000 a year, and that would be equal to the amount raised every year by the duty levied on salt, transports, and patents.

It is not thought here than Japan will follow the suggestions thus made by the Press of Tokyo.

DUAL CONTROL OF PERSIA.

REMARKABLE TREATY SAID TO HAVE BEEN ARRANGED.

The *Vossische Zeitung* states that the following treaty has been concluded by Great Britain and Russia on the one side and Persia on the other:

1. The Shah restores the Constitution without any alterations, and proclaims a general amnesty.

2. All the financial affairs of Persia are placed under the control of Great Britain and Russia.

3. All Ministerial nominations are subject to the approval of Great Britain and Russia.

4. New concessions may be granted without the knowledge of Great Britain and Russia.

5. Persia may contract no loan without the consent of Great Britain and Russia.

6. Great Britain and Russia undertake to protect the Shah against all violent acts on the part of the people.

7. Great Britain and Russia guarantee the life, property, and throne of the Shah.

8. Great Britain and Russia guarantee a large loan to Persia.

The *Vossische Zeitung*, after setting forth the contents of the agreement, remarks that if this treaty has really been concluded then Persian independence is destroyed.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

May 21st, 1909.

THE FAILURE OF THE POSTAL STRIKE.

That the second postal strike would turn out a fiasco was a foregone conclusion; not only was the enthusiasm conspicuous by its absence on the present occasion, but the Government was too wide awake and too well prepared for emergencies. The dispute has none the less caused wild and disgraceful scenes in the Chamber of Deputies, which is nothing new. Judging how the latest postal strike was inaugurated—with a mass meeting and a flourish of trumpets—the strikers are at a loss to understand how they failed in their latest attempt to bring the Government to its knees and create chaos everywhere. The fact is that the men were deceived by their leaders at the mass meeting held at the Hippodrome; while the majority of the employees thought it wiser to remain at work than to go on strike—*à la grève* fizzled out almost immediately it started. The women showed an excellent example by having very little to do with the present strike. The French Government had no difficulty in dealing with the disturbance this time; those foolish enough to go on strike were at once replaced by others, by soldiers in many cases. Three hundred strikers were promptly dismissed from the service at the outset; this prompt action proved most salutary, and had a great deal to do with bringing about the complete failure of the second postal strike. The strikers—in spite of the support of railway men, electricians and others—will not again, it is believed, be in a hurry to make fools of themselves. No strike unless based upon unity can expect to prove successful; in France this essential factor—unity—is always sadly lacking at such times.

The unexpected failure—so far as the strikers are concerned—of the second postal strike coming so soon after the quiet "Labour Day" (the first of May), has not a little disheartened thousands who hitherto strongly believed that the best and only way of enlisting public support and of getting their grievances redressed was to go on strike. It does not pay to play at Revolution in France to-day; for instance, for close upon a week Paris looked like a besieged city, soldiers and police were everywhere. So elaborate were the precautions taken by the Government this time that no fewer than 400 detectives, 8,000 policemen and 25,000 soldiers had been mobilised, to say nothing of handiendless reserves. This was quite sufficient to cause one to pause and reflect before jeopardising one's life, as well as increasing the number of widows and orphans. So dull was the latest postal strike that soldiers were glad to play cards and amuse themselves in other ways in the streets by way of killing time. The Government will continue to show a strong hand, and as a proof that the authorities are by no means reassured as to the prospect before them, they have not the slightest intention of lessening either the military or police precautions which have been taken. While this display of force is visible to one and all, there will be no trouble; the strikers are only waiting for a more favourable opportunity, which the Government will not afford. Signs are not wanting that Parisians are intensely irritated and annoyed at these periodical labour disturbances. To continue disorganising business in this way is most lamentable for one and all. Not only are thousands of pounds lost, but France runs grave risks of being boycotted altogether by tourists. The moment the railway men go out on strike, motor cars of every description will at once come into play and help the soldiers who will be called upon to run the trains.

THE SKULL OF DESCARTES.

A diligent search is being made for the skull of René Descartes, the founder of Cartesianism. By right it ought to be in the Church of Saint-Germain-des-Prés, where the philosopher was buried in 1650, but a medical journal asserts that it is not. We know what havoc the Revolution of 1789 played with French tombs. The fact that the skull of the great French philosopher is missing from its final resting place in Paris has created quite a commotion in literary circles, and steps have been taken to find it if possible and replace it in the Church of St. Germain-des-Prés. Not that it matters very much after all these years, but out of respect for the honoured dead. Inquiries have been made in all directions; from one source it is alleged that when the bones of the great Frenchman were brought to France from Sweden—where he died—for burial, an individual whose name is withheld stole the skull. The mysterious thief, according to the same report, in turn sold it to someone equally as mysterious. Another version of the story is to the effect that the missing skull is in the Museum of the ancient University of Lund, in Sweden. A close examination of this skull by Professor Frederics has established the fact that the skull in question is no other but that of a young man. Yet, it might well be that of Descartes, considering that he was only 54 when he died. Prof. Frederics asserts that Berzelius, the great chemist, sent the real skull of Descartes to Cuvier, the famous naturalist, and that Berzelius obtained it by purchase at public auction. That said, Descartes' skull may be everywhere and nowhere at the same time. To continue searching for the "missing treasure" will hardly help those who are trying so hard to succeed in their laudable object.

7. Great Britain and Russia guarantee the life, property, and throne of the Shah.

8. Great Britain and Russia guarantee a large loan to Persia.

The *Vossische Zeitung*, after setting forth the contents of the agreement, remarks that if this treaty has really been concluded then Persian independence is destroyed.

The report that the stable lads and jockeys at Maisons-Laffitte contemplate founding a trade union for the protection of their interests has turned out to be, as anticipated, a *canard*, as the French say, or an invention. The news has now the less created a stir in sporting circles. The

proposed "Syndicat" is ridiculed by the former editor of "L'Intransigeant." M. Henri Rochebot—who it may not be generally known is a real Count and a born aristocrat. It is quite difficult enough at times, he remarks, to have confidence in the honesty of the racing fraternity, but the day the "syndicat" is formed, one will cease to believe in them at all. If, in fact, nothing is so difficult as to make a horse come in first, nothing is easier than to arrange that it shall not be placed. A bucket of cold water thrown over it just before the start will rob the finest animal of all its "faculties." To make sure that the horse on which you have placed your money will win the race, it is necessary, continues M. Rochebot, that you should have on your side the trainer, the proprietor, the head lad, the jockey, and sometimes also the bookmaker. Apparently, the horse is of very little importance.

PLAYWRIGHTS AND PROTECTION.

The Court of Appeal of the city has just delivered its judgment in a case of considerable importance—an appeal by a cinematograph maker against a judgment of the civil court deciding that the writer of the play is entitled to protection against its being presented on the cinematograph. The Appeal Court, however, decided that the value of the play lay in the perfection of style and the psychological analysis, two features which had no value from the point of view of the cinematograph exhibitor, whereas the plot itself was public property.

AN AUTHOR'S STATUE.

Though the popular author of "Mireille"—M. Frédéric Mistral, who is now in his 80th year, and is a Provençal—has no objection to his numerous admirers erecting a statue to him, he strongly objects to take part in the proceedings. To be present at the unveiling of his own statue next Whit-Sunday at Arles would be simply ridiculous. As a rule, it is only when a person is dead that a statue is erected to his memory; the case of Ibsen is an exception to this rule. The statue will be inaugurated on the appointed day in the usual manner, without M. Mistral being present at the imposing ceremony. The old veteran novelist would no longer be able to walk about Arles without fancying that he heard the voice of the seer saying: "There goes Mistral, who has descended from his pedestal."

CANINE POLICE AUXILIARIES.

The French police continue to speak most favourably of the services rendered to them by specially trained dogs. A few days ago President Fallières had the opportunity of judging for himself how true this assertion was, and how very valuable auxiliaries to the force these animals were. The special display organised for Prince Fushimi in connection with the celebration of his 80th year, and is a Provençal—has no objection to his numerous admirers erecting a statue to him, he strongly objects to take part in the proceedings. To be present at the unveiling of his own statue next Whit-Sunday at Arles would be simply ridiculous. As a rule, it is only when a person is dead that a statue is erected to his memory; the case of Ibsen is an exception to this rule. The statue will be inaugurated on the appointed day in the usual manner, without M. Mistral being present at the imposing ceremony. The old veteran novelist would no longer be able to walk about Arles without fancying that he heard the voice of the seer saying: "There goes Mistral, who has descended from his pedestal."

FORTHCOMING FOOD CONGRESS.

The principal object of the Food Congress to be held in Paris next October will be to define such methods as will prevent the fraudulent adulteration of food. There will also be sections devoted to chemical products, pharmaceutical preparations, mineral waters, and similar substances. In addition to these, there will be two principal sections in connection with the Congress, namely: the technical section and the industrial one, and it will be for the adherents of those two sections to define clearly what purity of the various substances discussed really means.

EQUINES V. AUTOMOBILES.

Since the development of the automobile in industry, which includes, of course, electric tramways and the metropolitan railways, as well as automobiles and trolleybuses, in a period covering about ten years, the equine race in Paris alone diminished by nearly 15,000. In 1899, there were in this capital 93,652 horses and 288 automobiles; in 1901, 95,284 horses and 1,143 automobiles; in 1902, 91,976 horses and 1,673 automobiles; and so on, until in 1908 there were 79,460 horses and 7,214 motor vehicles. Horses are rapidly disappearing everywhere, at least for the time being. Their services will again be required sooner or later, because of being more trustworthy for one reason, is a certainty.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 11.55 a.m.—The depression is over S.E. Japan and about to move into the Pacific.

The barometer has risen quickly over W.

Japan, and a slight to moderate rise has taken

place also over the China coast and Tongking.

The highest pressure is lying over the Pacific between the Philippines and the Monins.

Moderate to fresh S. monsoon may be ex-

pected in the Formosa Channel and along the

northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

S. winds, moderate.

Hongkong & Neighbourhood (dusty or fresh; shower).

Formosa Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Lantau Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C. 5th Ed. Lieber's. P.G. Box 33. Telephone No. 12.

INTIMATION.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of OCTOBER, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October, next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfills all the conditions required of the Farm.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—

BRITISH NORTH BORNEO.—Opium, SPIRIT, GAMBLING and PAWBROKING, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province of Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broosheek point.

(v) PROVINCE CLARKE—being the Territory between Bata-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm, the rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable in regard to the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residence and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & CO., at Singapore, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per talib... \$2.40
... chi... 0.30
... 5 hz packet... 0.15
... 4... 0.12
... 3... 0.09
... 2... 0.06

(h) The Opium Farmer is responsible for the sale of Opium at the Opium Farm or at the Opium shop at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farms Shops wholesale with Chandu and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz.—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawbroke Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891. Hongkong, 3rd May, 1909. [696]

Hongkong, 3rd May, 1909. [696]

INTIMATIONS.

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to YORK BUILDINGS, CHATER ROAD (Top Floor). SCHULD & CO. Hongkong, 23rd June, 1909. [899]

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE.—THE OFFICE of the above Consulate has This Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor). S. SWART. Vice Consul for Sweden. Hongkong, 26th June, 1909. [900]

NOTICE.

THE Undersigned are instructed to reinvest \$15,000 on Local Mortgages. Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY, Solicitors.

Supreme Court House, Hongkong, 15th June, 1909. [854]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Opened at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong, 1st April, 1908. [148]

FOR SALE.

TWO BILLIARD TABLES, full Size, with all accessories, can be seen at any time.

Apply— Box 163. Cars of "Daily Press" Office. Hongkong, 25th June, 1909. [890]

FOR SALE.

NEW FIVE ROOMED HOUSES in SHELLEY STREET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1909. [98]

FOR SALE.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. NEW FIVE ROOMED HOUSES in SHELLEY STREET.

THE BYRE, 31, Conduit Road. FURNISHED or UNFURNISHED EIGHT ROOMED HOUSE, newly painted and done up. BILLIARD ROOM, 3 BATH ROOMS, DRYING ROOM, STORE ROOM, PANTRY and good servant's quarters. TENNIS LAWN, ELECTRIC LIGHT and BELL.

THE BYRE, NO. 13, PEAK. UNFURNISHED from 1st June, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Office and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

HONGKONG ELECTRIC CO., LTD. St. George's Buildings. Hongkong, 23rd April, 1909. [881]

ELECTRIC PLANT.

THE DAIRY FARM CO., LTD.

SALTED AUSTRALIAN

PIGS' TROTTERS.

96 CENTS A DOZEN.

633

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. WITH CHAMBER for 8 CARTRIDGES. FIEING 8 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From NO. 10 to SSSG. at 36, 57 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in VARIETY.

Inspection Invited. WM. SCHMIDT & CO. Hongkong, 26th October, 1906. [623]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sison & Co.'s premises.

Apply— DAVID SASSOON & CO., LTD. Hongkong, 1st May, 1909. [553]

TO LET.

OFFICES facing the Harbour from about October at present in occupation of

Messrs. JARDINE, MATHESON & CO., LTD. Hongkong, 1st July, 1909. [818]

TO LET.

"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

APPLY— A. B. CARE of "Daily Press" Office. Hongkong, 1st May, 1909. [832]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's) Godown East Point.

IMMEDIATE POSSESSION. RENT exceptionally moderate.

APPLY— KAM FOOK, NO. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 26th May, 1909. [797]

TO LET.

N. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEPPER STREET.

APPLY— MESSRS. JARDINE, MATHESON & CO., LTD. Hongkong, 1st May, 1909. [807]

TO LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

APPLY— T. B. L. CARE of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET.

PART of HOUSE FURNISHED, at the PEAK: end of July. Tennis Court.

APPLY— T. B. L. CARE of "Daily Press" Office. Box 100. Hongkong, 29th June, 1909. [905]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

APPLY— ERNEST BUNGALOW, Kowloon. A Large Garden attached. Moderate Rental.

APPLY TO— ARRA TOON V. APCAR & CO. 14, Des Voeux Road. Hongkong, 3rd March, 1909. [399]

TO LET.

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 29th June, 1909. [909]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

APPLY— CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nei Chong Road.

APPLY— CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HOWZING HOTEL.

FLATS in MORETON TERRACE.

APPLY TO— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1909. [97]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by WEISSENBERG LTD. for Tiffin Rooms.

APPLY TO— YEE SANG FAT & CO. Opposite General Post Office. Hongkong, 21st June, 1909. [971]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

ALSO FOR SALE.

PREMIUM BONES

WE are the largest dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable by periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

JAPANESE AIRSHIPS.

The correspondent of a London journal writing from Tokyo on May 17th gives the following account of Japanese progress in aeronautics:

Although, apparently, little public interest is taken in Japan regarding aeronautics generally, the Government is keenly alive to the possibilities of the airoship, and a little excursion into such an untried path of human activity reveals the fact that secretly much work is being done of a character similar to the great efforts of Zeppelin and other experimenters with the dirigible balloon.

No practical work is being done with the airoplane, the usefulness of which is doubted in comparison with the possibilities of the dirigible type, but the progress made in all branches of aviation is being watched very closely and recorded in the archives of the Department concerned.

For this purpose a corps of translators is employed by the Japanese Government, and every important article on the subject of aviation appearing in European and American journals is duly translated and docketed for future use.

The principal inventor for the Government is a private citizen, a civilian, of whom a good deal may be heard in the future. He has just patented the Yamada Kikin, an airoship for which advantages are claimed.

Mr. Isaburo Yamada is a man of forty-seven, short and thickset, with the typical Oriental eye, expressionless except to a close observer, and short-cropped hair.

In a small, Dickensian sort of house in Tokyo, crowded in among others, with a tramway in front and a railway at the rear, in the midst of all sorts of noises, Mr. Yamada works out his intricate calculations untroubled, with the plans in blue and white of his airoship and airship-destroyer before him, together with a third invention of which he talks little.

The leading idea in Mr. Yamada's invention seems simple enough. It has an ordinary deep-bellied balloon, length thirty-five metres, and holding 2,000 cubic feet of gas, towed by a gasoline motor of 50 h.p. suspended from the bow or head of the balloon.

The inventor claims that the shape of the balloon gives it an advantage over the Zeppelin type in navigating a strong wind. It is better able to resist a wind shear, and can always keep its head to the wind and yet go in any direction by means of the motor, suspended fifty feet below, whose propeller is capable of six hundred revolutions a minute.

One man is seated in the motor-boat, in telephonic communication with the commander and others, while in the basket immediately below, the balloon is the man in charge of ammunition, who drops his shells through a hole in the bottom of the basket.

The commander and engineer are in the basket to the rear, having with them a compass and an instrument to measure the velocity of the wind.

There are two compartments in the balloon, the top containing hydrogen, and the bottom compartment, which will be seen outlined in the plan, which enters through the funnel underneath the bow and is let out through the smaller funnel at the stern.

Mr. Yamada explains that, while this is a German idea, as far as he is concerned the idea is original as applied to balloons.

But it is a very old one in Japan. For hundreds of years May 5 has been the day of the Boys' Festival ("Tango no Sekku"), and on this date huge paper or cotton fish (carp) float suspended from bamboo poles, like flags.

The mouth of the carp, through which air enters, is large, the large body or balloon is inflated and floats in the wind, the air finding an exit through the smaller hole at the tail.

This idea is exemplified in the plan of Mr. Yamada's balloon, and he claims that it was the floating carp which suggested it. Two other features of the plan are the valves on the roof of the balloon.

The safety valve is on the right, while the one to the left is the escape valve to enable the balloon to descend.

The projection at the rear is the rudder, the shape of which is seen more clearly in the accompanying photograph, representing the identical balloon which did effective reconnaissance work at Port Arthur. In a few months it is hoped the first trial in the air will be made.

The Yamada Kikin, as it is now registered in the Patent Office of Tokyo, is the fruit of fifteen years' study, but is not a first invention.

Years ago Mr. Yamada turned out a collapsible boat, the hull of which was of the material used in the balloon bag. At that time he was ordered by the War Department to produce a material best suited for balloons, and the result is now in use in the Balloon Corps of the Army. It consists of an outside layer of silk with rubber between.

Beyond studying the best balloon material, Mr. Yamada has also been engaged in investigations for the Government with the object of producing rubber.

The composite material that Mr. Yamada has evolved will be used for the "Kikin," now under construction in an outlying district, which will be finished in three months.

Altogether Mr. Yamada has devoted fifteen years of his life to the study of aeronautics, and when he secured his patent in February last the Emperor at the same time conferred upon the inventor the Sixth Class of the Order of the Rising Sun.

Simultaneously with the completion of his airoship the inventor perfected a small engine of war, whose object is the destruction of what has already been accomplished after so much labour.

A balloon is an easy thing to set afire if you can drop fire upon it. This is what the new destroyer will do, but Mr. Yamada was reticent on the subject, and not so ready to oblige the inquiring foreigner as when talking about his airoship.

A sketch plan of the invention, however, showed a mass of brilliant starlike fire falling upon its airoship.

Above the falling fire the small destroyer was careering, having reached the apex of its course from the camp, whence it had been discharged.

Assuming that a hostile vessel had arrived over the Japanese camp at an altitude, say, of a thousand metres, the destroyer is sent up like a sky-rocket, timed to discharge its fire at a certain moment, when the vessel is immediately above the airoship. It then bursts and spreads jets of fire a thousand metres in extent.

The fire falls, enveloping the airoship, and continues alive till within five hundred metres of the ground, when it exhausts itself.

Another type of the destroyer is fitted with steering gear, such as is seen on the torpedo, and is designed to ascend diagonally in order to attack an approaching vessel. Each of these types, it should be noted, after discharging its fire, is designed to return to the sender, but at some distance from the point of despatch.

There can be no exaggerating the difficulties Mr. Yamada has encountered in trying to overcome the effects of varying and eccentric currents of wind at different altitudes.

At least, there is no doubt of these difficulties being uppermost in his mind, and his efforts to overcome them have led to an invention, duly

planned in blue and white, but which is as yet a secret.

With this theory in working shape Mr. Yamada hopes to be able to defy the destroyer, and to do what is more creditable still in his opinion, conquer the air, so that ships will not be at the mercy of every wind that blows.

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SHIPPING.

ARRIVALS.

FRITHJOF, Norwegian str., 30th June—Canton. BRITISH, British str., £250. H. W. L. Holman, 30th June—Vladivostock 23rd June. BEANS—McGregor Bros. & Gov. HACHING, British str., 1,267. W. C. Passmore, 30th June—Foochow & Swatow 29th June. General—Douglas, Lumsdale & Co. HANOE, French str., 670. J. Pannier, 30th June—Haiphong, Haikow, Pakhoi and Q. C. Wan 28th June. General—A. E. Marte. HUICHOW, British str., 30th June—Canton. NAMUR, British str., 4,179. H. W. Konick, 30th June—Yokohama 16th June. General—P. & O. S. N. Co. PEKING, German str., 809. R. Vagel, 30th June—South sea Islands and Manila 23rd June—Hamburg-American Line. PRINZ REGENT LUITPOLD, German str., 6,297. H. Kirchner, 30th June—Shanghai 27th June. General—Melschers & Co. SARDINIA, British str., 4,126. C. C. Talbot, 30th June—London 22nd May. General—P. & O. S. N. Co. SINGAPORE, British str., 1,047. W. Shaw, 30th June—Hoichow 29th June. Pigs, and General—Butterfield & Swire. SPIN, Norwegian str., 30th June—Canton. TOTOMI MAGE, Japanese str., 4,000. R. Smith, 30th June—Singapore 24th June. General—Nippon Yusen Kaisha. VICTORIA, Swedish str., 939. T. Eckert, 30th June—Hothow 29th June. General—Wallen & Co. VORWARTS, German str., 643. Uderup, 30th June—Penang and Singapore 18th June. General—Jebens & Co. YOCHOW, British str., 1,236. Wavell, 29th June—Moj 23rd June. Coal—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
30th June.
Barri Mare, Japanese str., for Muji.
Bujin Mare, Japanese str., for Swatow.
C. Diderichsen, German str., for Hoichow.
Frithjof, Norwegian str., for Haiphong.
Namur, British str., for Singapore.
P. R. Luitpold, German str., for Europe, & Sardinia, British str., for Shanghai.

DEPARTURES.

30th June.
HAIMUN, British str., for Swatow.
HIRANO MARU, Japanese str., for Singapore.
KAIFUKU MARU, Jap. str., for Wakamatsu.
KLEIST, German str., for Shanghai.
MENELAUS, British str., for Singapore.
SUNGKIAN, British str., for Ilolo.
TAKASAKI MARU, Japanese str., for Swatow.
THORDIS, Norwegian str., for Batavia.
TJILATJAP, Dutch str., for Batavia.

SHIPPING REPORTS.

The British str. *Singapore* reports: Moderate South wind and sea, fine clear weather.
The British str. *Glenfarg* reports: Strong monsoon S.W. in Formosa Channel.

VESSELS IN DOCK.

June 30th.
ABERDEEN DOCK.—
KOWLOON DOCK—Honan, Argus, Hilary, Hailan, Freya, H.M.S. Handy.
COSMOPOLITAN DOCK.—

TAIKOO DOCK—Maple Leaf, Anhui, Hangchow, Chinhuia, Tjipanas.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to DAVID SASOON & Co., Ltd. Agents.

Hongkong, 26th June, 1909. [879]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE," Capt. W. O. Tyers, will be despatched as above on or about the 12th July.

For Freight apply to JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 24th June, 1909. [884]

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA," Captain Hayes, will be despatched as above on or about the 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewardess are carried. Fare to London £35.

For Freight or Passage, apply to— JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 24th June, 1909. [885]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DABWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to— GIBB, LIVINGSTON & Co. Agents.

Hongkong, 30th June, 1909. [906]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k w," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kendrick, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON & VIA USUAL PORTS OF CALL, &c.	ASAYAE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP	SEGURA	Brit. str.	k. w.	Hayes	JARDINE, MATHESON & CO., LTD.	About 20th inst.
ROTTERDAM, MARSEILLES & HAMBURG &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG VIA STRAITS &c.	BEAVERIA	Swed. str.	k. w.	v. Dohren	MELCHERS & CO.	On 20th inst.
HAVRE, COOPENHAGEN & ST. PETERSBURG	SIAM	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	Middle of July.
HAIR, BREMEN & HAMBURG, &c.	SEGONIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 6th inst.
HAIR, ROTTERDAM, BREMEN & HAMBURG &c.	TOURANE	Fr. str.	—		MESSAGERIES MARITIMES	On 6th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 7th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	CHIRIGASHI	Brit. str.	—		JARDINE, MATHESON & CO., LTD.	About 12th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KAWACHI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at D'light.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KAMO MARU	Jap. str.	—		TOYO KISEI KAISHA	About 28th inst.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—		MELCHERS & CO.	To-day, at 5 P.M.
BOSTON & NEW YORK VIA PORTS & SUET CANAL	ST. PATRICK	Brit. str.	—		ARNOLD, HARRIG & CO.	About 13th inst.
BOSTON & NEW YORK	WEISH PRINCE	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 10th Aug.
EMPEROR OF CHINA	MONTEAGLE	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 14th inst., at Noon.
MONTEAGLE	YAMAMOTO	Jap. str.	—		OSAKA SHOSEN KAISHA	On 3rd inst.
YACOMA MARU	TOCOMA MARU	Jap. str.	—		DODWELL & CO., LTD.	To-morrow.
YACOMA MARU	OCEANO	Jap. str.	—		NIPPON YUSEN KAISHA	On 6th inst., at 4 P.M.
YACOMA MARU	TANGO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 20th inst., at 5 P.M.
YACOMA MARU	AKI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
YACOMA MARU	PRINZ SIGISMUND	Jap. str.	—		MELCHERS & CO.	On 6th inst., at Noon.
YACOMA MARU	KUMANO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
YACOMA MARU	TAIYUAN	Jap. str.	—		GIBB, LIVINGSTON & CO.	To-day, at 2 P.M.
YACOMA MARU	YAWATA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-morrow, at Noon.
YACOMA MARU	CHIRUNG	Jap. str.	—		JARDINE, MATHESON & CO., LTD.	On 3rd inst., at Noon.
YACOMA MARU	TAMBA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 4th inst., at D'light.
YACOMA MARU	YAMAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 5th inst., at 1 P.M.
YACOMA MARU	CHIPIUNG	Jap. str.	—		NIPPON YUSEN KAISHA	On 6th inst., at 5 P.M.
YACOMA MARU	TOTOMI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 7th inst., at 5 P.M.
YACOMA MARU	ANHUI	Jap. str.	—		NIPPON YUSEN KAISHA	On 8th inst., at 5 P.M.
YACOMA MARU	SADOMIA	Jap. str.	—		NIPPON YUSEN KAISHA	On 9th inst., at 5 P.M.
YACOMA MARU	HANGSAM	Jap. str.	—		NIPPON YUSEN KAISHA	On 10th inst., at 5 P.M.
YACOMA MARU	FOOSHING	Jap. str.	—		NIPPON YUSEN KAISHA	On 11th inst., at 5 P.M.
YACOMA MARU	LINAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 12th inst., at 5 P.M.
YACOMA MARU	YEDDO	Jap. str.	—		NIPPON YUSEN KAISHA	On 13th inst., at 5 P.M.
YACOMA MARU	CALEDONIAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 14th inst., at 5 P.M.
YACOMA MARU	SHANGHAI	Jap. str.	—		NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
YACOMA MARU	YATMING	Jap. str.	—		NIPPON YUSEN KAISHA	On 16th inst., at 5 P.M.
YACOMA MARU	YINGCHOW	Jap. str.	—		NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
YACOMA MARU	DELTA	Jap. str.	—		NIPPON YUSEN KAISHA	On 18th inst., at 5 P.M.
YACOMA MARU	CHENAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 19th inst., at 5 P.M.
YACOMA MARU	ANDALUSIA	Jap. str.	—		NIPPON YUSEN KAISHA	On 20th inst., at 5 P.M.
YACOMA MARU	TIJMAH	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
YACOMA MARU	SOHOU MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 22nd inst., at 5 P.M.
YACOMA MARU	DAIGA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 23rd inst., at 5 P.M.
YACOMA MARU	BUTIJIN MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at 5 P.M.
YACOMA MARU	HUICHOW	Jap. str.	—		NIPPON YUSEN KAISHA	On 25th inst., at 5 P.M.
YACOMA MARU	HAIKUN	Jap. str.	—		NIPPON YUSEN KAISHA	On 26th inst., at 5 P.M.
YACOMA MARU	HAITAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
YACOMA MARU	SINGAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
YACOMA MARU	YUNTSANG	Jap. str.	—		NIPPON YUSEN KAISHA	On 29th inst., at 5 P.M.
YACOMA MARU	THAN	Jap. str.	—		NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
YACOMA MARU	LOOONGSAM	Jap. str.	—		NIPPON YUSEN KAISHA	On 31st inst., at 5 P.M.
YACOMA MARU	TAMING	Jap. str.	—		NIPPON YUSEN KAISHA	On 1st inst., at 5 P.M.
YACOMA MARU	ICHANG	Jap. str.	—		NIPPON YUSEN KAISHA	

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	NAMUR	10 A.M., 1st July	Freight and Passage.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	Capt. H. W. Konnick, R.N.R.	July	Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA	2 P.M., 1st July	Freight and Passage.
Capt. C. C. Talbot, R.N.R.			
SHANGHAI	DELTA	About 8th July	Freight and Passage.
Capt. B. W. H. Snow			
LONDON via USUAL PORTS	ASSAYE	Noon, 10th July	See Special OF CALL.
Capt. O. Jones, R.N.R.			

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
BATAVIA, SAMARANG and SOERABAJA	"SHANTUNG"	On 2nd July, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO	"HUICHOW"	On 2nd July, 4 P.M.
and TIENTSIN	"ICHANG"	On 3rd July, Noon.
HOIHOW and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 6th July, 3 P.M.
MANILA	"TEAN"	On 8th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 11th July, D'light
MANILA	"CHENAN"	On 12th July, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNS, VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$30 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 1st July, 1909.

**BUTTERFIELD & SWIRE,
AGENTS.**

11

HONGKONG - MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

**SHEWAN, TOME & CO.,
GENERAL MANAGERS.**

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LINTAO.

"HAICHING" SWATOW, AMOY & FOOCHEW. FRIDAY, 2nd July, at 2 P.M.

"HAIMUN" SWATOW SUNDAY, 4th July, at NOON.

"HAITAN" SWATOW, AMOY & FOOCHEW. TUESDAY, 6th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHEW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 1st July, 1909.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

SHANGHAI "HANGSANG" Friday, 2nd July, Noon.

MANILA "YUENSANG" Friday, 2nd July, 4 P.M.

SHANGHAI, YOKOHAMA, A. KOBE & MOJI "NAMSANG" Saturday, 3rd July, Noon.

TIENTSIN via WEIHAIWEI & CHEFOO "FOOSHING" Sunday, 4th July, D'light

SHANGHAI "YATSHING" Tuesday, 6th July, Noon.

SINGAPORE, PENANG, CALCUTTA "CHIPSHING" Tuesday, 6th July, Noon.

KOBE & YOKOHAMA "HINSANG" Wednesday, 7th July, 3 P.M.

MANILA "LOONGSANG" Friday, 9th July, 4 P.M.

MOJI "CHUNSAMG" Sunday, 11th July, D'light

RETURN TOURS TO JAPAN.

OCUPPYING 24 DAYS.

The Steamers "KUTSANG," "NAB SANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning to the steamer at Yokohama and rejoin at Kobe to stay 6 days in Japan. If passengers are fitted throughout a with Electric Light.

These vessels have all modern improvements and are fitted throughout a with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to—
JARDINE, MATHEWS & CO., LTD., GENERAL MANAGERS.

Hongkong, 30th June, 1909.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE "YEDDO"	5th July.	
HAVRE, COPENHAGEN and ST. PETERSBURG "SIAM."	Middle of July.	

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELCHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSAILLES, LONDON and COLOMBO, POET SAID	BINGO MARU	6500	WED'DAY, 7th July, at Daylight
ANTWERP, SINGAPORE, COLOMBO, and POET SAID	KAWACHI MARU	6500	WED'DAY, 21st July, at Daylight
POLE, PENANG, VICTORIA, B.C. and SEATTLE, via KEELUNG	ST. OMERO MARU	8000	TUESDAY, 6th July, at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA	AKI MARU	7000	TUESDAY, 20th July, at 4 P.M.
YOKOYAMA, SHIMIDZU and YOKOHAMA	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
SYDNEY and MELBOURNE	YAWATA MARU	5000	FRIDAY, 6th Aug., at Noon
MANILA, THURSDAY	TOKOMI MARU	4000	THURSDAY, 1st July, P.M.
SHANGHAI and KOBE	TAMIA MARU	5000	WED'DAY, 7th July, at Noon
YOKOHAMA	TAMIA MARU	5000	FRIDAY, 9th July, at 5 P.M.
KOBE and YOKOHAMA	TAMIA MARU	5000	TUESDAY, 13th July, at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	ATSUTA MARU	5000	FRIDAY, 30th July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU	9000	Cargo only.

Fit with New System of Wireless Telegraphy.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLE, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 900 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU (Capt. W. B. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1st JUNE, ENDING 31st AUGUST, 1909.

SPECIAL EXCURSION (1ST & 2ND CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$120 2ND CLASS \$60

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$110 2ND CLASS \$70

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$100 2ND CLASS \$60

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$90 2ND CLASS \$50

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

